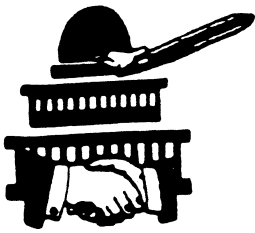


APPENDIX 1:

Team Charter



GROUP 2.

GOAL #2: Develop and implement a more efficient and effective airworthiness system.

CHARTER INDUSTRY/FAA TEAM IMPROVE ISSUANCE OF ALTERNATE MEANS OF COMPLIANCE

Objective: Develop industry and FAA methods for reducing the amount of time it takes for the air carriers to obtain alternate means of compliance (AMOC) to airworthiness directives while at least maintaining the same level of safety.. The solution must maximize the air carrier's ability to obtain fast turnaround approvals after normal FAA work hours and on the weekend and holidays when the FAA is not in the office. The methods must not result in any increased FAA resources once implemented.

Team Leader:

Team Members:

ATA airlines - 2-3

RAA Airline -1

Aircraft Certification -2

Flight Standards - 2

Regional - 1

Manufacturer - 1



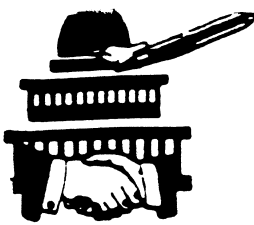


Linking Members: Tom McSweeney, AIR-1
Dave Lotterer, ATA

Tasks:

1. Identify the barriers to timely issuance of alternate means of compliance
2. Identify content and where the delays are in obtaining alternate means of compliance. Categorize requests according to routine and special attention and assess using a parieto analysis where the biggest bang for the buck can be made.
3. Identify what legal barriers, if any, there are to delegating some or all alternate means of compliance to Air Carriers and Production Approval Holder DERs as one possible solution.
4. Develop a document summarizing all substantive discussions and issues on the subject and a recommended procedure that meets the objectives. The document should fully justify the recommendation and clearly indicate how it has maximized the solution to all of the known issues.





5. The team shall also develop an executive level briefing paper to be used to brief the Joint Management Team (JMT) and others.
6. Each member of the team must coordinate all issues and recommendations with their organization and consistency to ensure they obtain necessary inputs and buy-in. This includes ADAP^Tairworthiness concern coordinated procedures task force.
7. Evaluate what can be accomplished for both U.S. produced and foreign produced airplanes.
8. Develop language for the ADs that identify clearly what AMOC findings may be made.
9. Identify changes that must be made to the DER program and guidance to implement the recommended program.
10. Identify what training is necessary for the FAA employees, the DERs and the airlines to implement this program.
11. Identify a plan for implementation of the recommendations throughout the FAA and the industry. That plan must be consistent with the new AIR process for implementing change and take into account the needs within AFS to coordinate such changes with the union.





12. Identify how we can better define the safety objectives of an AD so DOR's can measure the appropriateness of an AMOC.
13. The preference of the JMT is for non-regulatory solutions wherever possible.
14. Define the PMI's role in AMOC's approved by DER's.
15. Develop a tracking system to assess the effectiveness of team recommendations, if implemented, including any perceived degradation in safety.
16. The team should consider previous problems and history on related issues including how to convey to future owners/operators of the airplane the conditions under which the AMOC was issued.

Considerations

1. Consider delegation of some AMOC findings to PAH and air carriers designees as only one possible solution..
2. It may be that this effort should exclude, fo this time, ADs issued on foreign produced products.





3. There may be some ADs that the FAA wishes to issue all AMOC findings for.
4. Consider the need for quick notification of FAA of the cognizant ACO of all AMOC granted.
5. Is it possible to identify a laundry list of AMOC findings that can be generically granted.
6. Consider that there may be differing levels of delegations for air carriers and PAH DOR's.
7. To what degree can FAA further delegate AOC signature authority within the FAA.
8. Consider the need for a full time facilitator.
9. Consider the legal implications at the PAH.

Timing:

The team should begin within 30 days. A verbal report with handouts, should be presented to the JMT meeting on August 24 identifying progress and issues to





date. The final report is to be presented to the JMT no later than 6 months. The first meeting must be scheduled so that the linking members can attend the first day.



Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of the Alternative Methods of Compliance (AMOC) Working Group.

SUMMARY: Notice is given of the establishment of the Alternative Methods of Compliance (AMOC) Working Group and a new task assigned to the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, Transport Airplane Directorate, Federal Aviation Administration, 1601 Lind Avenue, SW., Renton, WA 98055-4056; telephone (206) 227-2190; fax (206) 227-1320.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has established an Aviation Rulemaking Advisory Committee (ARAC) (56 FR 2190, January 22, 1991; and 58 FR 9230, February 19, 1993). One area the ARAC deals with is transport airplane and engine issues. These issues involve the airworthiness standards for transport category airplanes and engines in 14 CFR parts 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135.

Task

The Alternative Methods of Compliance (AMOC) Working Group is charged with the following task and making its recommendations to ARAC:

- Develop industry and FAA methods for improving the timeliness of approvals for alternative methods of compliance with Airworthiness Directives (AD), while maintaining at least the same level of safety.

The objectives of the task are to evaluate the process for issuing alternative means of compliance (AMOC) and to develop recommendations for improving that process in order to accomplish the following:

- (1) Improve the timeliness of the AMOC issuance;
- (2) Maintain at least the same level of safety achieved under the existing process;
- (3) Reduce the need for AMOC while maintaining legal enforceability of ADs;
- (4) Standardize the process for issuing AMOCs throughout the FAA; and
- (5) Accomplish the foregoing in a cost effective manner for industry and without increasing the need for FAA resources.

ARAC is forming the Alternative Methods of Compliance (AMOC) Working Group to analyze and recommend to its solutions to issues contained in the assigned task. If ARAC accepts the working group's recommendations, it forwards them to the FAA.

ARAC working groups are comprised of technical experts on the subject matter. A working group member need not necessarily be a representative of one of the member organizations of ARAC. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing that desire, describing his or her interest in the task, and the expertise he or she would bring to the working group. The request will be reviewed by the ARAC assistant chair, the working group leader, and the assistant executive director, and the individual will be advised whether or not the request can be accommodated.

Working Group Reports

Each working group formed to consider an ARAC task is expected to comply with the procedures adopted by ARAC and given to the working group chair. As part of the procedures, the working group is expected to:

A. Recommend a work plan for completion of the task, including rationale for consideration at the meeting of the ARAC to consider transport airplanes and engine issues held following publication of this notice.

B. Give a detailed conceptual presentation on the task to the ARAC before proceeding with the task.

C. Give a status report on the task at each meeting of ARAC held to consider transport airplane and engine issues.

The Secretary of Transportation has determined that the formation and use of the ARAC are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of ARAC will be open to the public except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the Alternative Methods of Compliance (AMOC) Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on January 13, 1995.

Chris A. Christie,
Executive Director, Aviation Rulemaking Advisory Committee.

[FR Doc. 95-1544 Filed 1-19-95; 8:45 am]

BILLING CODE 4910-12-M